

10.0 Purpose and Need, Goals and Objectives

This chapter establishes the purpose and need for the US-91 North Corridor, and identifies the goals and objectives for the corridor.

10.1 Transportation Needs

The needs of the US-91 corridor were determined through the technical analyses and stakeholder input received and documented in this corridor plan. The following discussion adapts the Federal Highway Administration guidance on preparation of purpose and need statement to the corridor planning phase.²⁷

Safety

US-91 has four High Accident Locations and two segments of the corridor that have crash and fatal crash rates that are above the statewide average. The absence of shoulders, widely variable vehicle speeds, and general absence of turn lanes contributes to an increased potential for a collision.

Roadway Deficiencies

Most locations along US-91 have insufficient shoulder widths to accommodate incident management, wide and slow moving agricultural and construction equipment, or turning movements. The majority of rural roadway intersections are skewed, off-set or staggered with sight distance problems. Many of the bridges over irrigation canals are very narrow and are elevated, impeding driver visibility.

Capacity

The peak hour Level of Service for some sections of US-91 will fall below ITD's Level of Service policy while nine intersections will experience peak hour LOS D, E or F. In combination with narrow shoulders, and wide and/or slow moving vehicles, US-91 will need additional capacity in some areas to accommodate future traffic.

Classification/Function

US-91 is an important link in the highway system in southeast Idaho. It serves commuters, farm to market transport, emergency services (fire, police, medical), school busing, and recreational travel. The highway is also an important detour or alternate route for the I-15 freeway in the event of a temporary closure of I-15.

Transportation Demand

Bannock, Bingham and Bonneville Counties are experiencing growth in housing and employment that generates additional trips on US-91. Within the Fort Hall Reservation, the Shoshone-Bannock Tribes are planning for additional development that will impact US-91. The opening of the new Sunnyside Bridge and roadway will increase the usage of US-91 in the northern portion of the US-91 corridor.

Modal Interrelationships

The region's school children and patrons of regional and local public and private transit providers are transported along US-91. Bicyclists have expressed a desire to use US-91. Most of the corridor lacks

²⁷ The Federal Highway Administration guidance on purpose and need can be found at *insert web page*.

paved shoulders and few locations include six or eight-foot wide shoulders needed to safely accommodate cyclists. Absence of paved shoulders in rural areas and sidewalks in many urban locations make walking unattractive and potentially hazardous.

Social Demands or Economic Development

US-91 serves as a lifeline route for many communities along its length. It is critical to the existing and future health of the regional economy; providing access to existing businesses, serving as a farm to market route; and connecting residents throughout the region with their jobs in the metropolitan areas.

10.2 Purpose of US-91 Improvements

Due in part to the diverse needs within the US-91 corridor, the following expands upon the purpose of the US-91 North Corridor Plan. Addressing these needs must respect the geographic, jurisdictional, fiscal, and physical constraints and opportunities that exist along US-91.

Improve safety

To improve safety at documented High Accident Locations and other high risk locations using minor roadway reconstruction and traffic operations management whenever possible. Safety improvements, occurring more widely along the corridor or requiring major reconstruction, will most likely be coordinated with the capacity improvements (see below).

Address roadway deficiencies

To correct substandard roadway geometry in accordance with ITD and AASHTO standards. Geometric improvements will generally occur only in coordination with projects to increase capacity. Deficiencies related to railroad and highway separation distance at rail crossings are unlikely to occur and then only in coordination with capacity improvements,

Increase capacity

To increase intersection capacity to meet LOS C through the addition of turn lanes and signalization where warranted. To increase through capacity on US-91 to meet the appropriate LOS standard.

Multimodal Improvements

To provide for the bicycle, pedestrian, and public transit (including school transportation) needs when funding is available and as a part of projects that are primarily designed to address capacity.

10.3 Goals and Objectives

The goals and objectives for the US-91 corridor were developed through an analysis of stakeholder input, existing conditions information, and technical data. Strategies to help attain them are outlined in Table 10-1.

GOAL 1 *Improve user safety.*

OBJECTIVE:

Design and construct highway improvements that will resolve safety issues, placing highest priority on identified High Accident Locations.

GOAL II Enhance and maintain efficient movement of goods and people consistent with area-wide need and ITD standards.

OBJECTIVE:

Monitor Level of Service (LOS), identify congestion, and undertake design and construction improvements for the benefit of all US-91 users and transportation modes.

GOAL III Contribute to and help sustain the economic vitality of the region through provision of mobility for all US-91 users.

OBJECTIVES:

Address safety issues.

Maintain Level of Service and access management policies consistent with ITD standards.

GOAL IV Cooperate and coordinate with local governments, Union Pacific, and the Shoshone-Bannock Tribes to maximize investments, improve safety, and optimize facility operation.

OBJECTIVES:

Utilize the Bingham County Transportation Coalition as a forum to discuss and coordinate plans and projects.

Consider cost-sharing on local government- and Shoshone-Bannock Tribes-sponsored roadway realignment projects at skewed US91 intersections.

Collaborate with local governments to ensure that roadways operate consistent with functional classification.

GOAL V Enhance regional circulation and connectivity.

OBJECTIVE:

Maximize function of US-91 in providing local and regional circulation.

GOAL VI Enhance Sustainability of US-91 Corridor

OBJECTIVES:

Maintain pavement, signs, and pavement markings consistent with best management practices and public safety.

Implement context sensitive solutions that both address the transportation need and enhance communities.

Optimize corridor management consistent with ITD District 5 resources.

GOAL VII Optimize opportunities for roadway improvements.

OBJECTIVE:

Maximize opportunities for addressing deficiencies through projects that can be accomplished using primarily District 5 maintenance forces.

Address as many deficiencies as possible when programming improvement projects in the Statewide Transportation Improvement Program.

Maximize use of all available funding opportunities to address transportation mobility needs.

GOAL VIII Minimize the environmental and social impacts of highway improvements.

OBJECTIVE:

Identify, avoid, minimize, and mitigate environmental and social impacts of highway improvements and maintenance projects.

Table 10-1 presents these strategies and the criteria that can be used to evaluate attainment of the goals.

Table 10-1: Goals, Objectives, Strategies and Evaluation Criteria

Goal	Objectives	Strategies
GOAL I Improve user safety.	Design and construct highway improvements that will improve safety, placing highest priority on ITD identified High Accident Locations (HAL).	<ul style="list-style-type: none"> - Provide turning lanes at locations with existing and potential high accident rates. - Address needs of agriculture and slow-moving vehicles within and crossing the US-91 corridor. - Improve sight distance at intersections. - Straighten skewed intersections as land development or redevelopment permit. - Meet ITD and AASHTO design standards with any highway improvement. - Manage access consistent with ITD policies. - Replace deficient US-91 bridge structures with wider structures through the bridge replacement program. - Consider construction of pull-outs for school buses and slow-moving traffic.
GOAL II Enhance and maintain efficient movement of goods and people consistent with area wide needs and ITD standards.	Monitor LOS, identify congestion, and undertake design and construction of improvements for the benefit of all US-91 users and transportation modes.	<ul style="list-style-type: none"> - Provide turning lanes at intersections to attain LOS C or better. - Provide sufficient through traffic capacity on US-91 mainline to attain LOS C. - Install traffic signals as warranted. - Encourage local jurisdictions to minimize access to US-91 through their land development process
GOAL III Contribute to and help sustain the economic vitality of the region through provision of mobility for all US-91 users.	<p>Address safety issues.</p> <p>Maintain Level of Service and access management policies consistent with ITD standards.</p>	<ul style="list-style-type: none"> - Same as Goals I and II.
GOAL IV Cooperate and coordinate with local governments, Union Pacific, and the Shoshone-Bannock Tribes to maximize investments, improve safety, and optimize facility operation.	<p>Utilize the Bingham County Transportation Coalition as a forum to discuss and coordinate plans and projects.</p> <p>Consider cost-sharing on local government- or Shoshone-Bannock Tribes' sponsored roadway realignment projects at skewed US91 intersections.</p> <p>Collaborate with local governments to ensure that roadways operate consistent with their functional classification.</p>	<ul style="list-style-type: none"> - Coordinate with existing county and city transportation and planning committees to identify future local government highway improvement opportunities. - Coordinate with Shoshone-Bannock Tribes on Fort Hall Reservation roadway improvement plans. - Coordinate with Union Pacific to minimize impacts on their rail operations and identify opportunities to improve and/or eliminate existing at-grade crossings. - Coordinate with local governments and tribal government to review access control for proposed developments
GOAL V Enhance regional circulation	Maximize function of US-91 in providing local and regional circulation.	<ul style="list-style-type: none"> - Coordinate with Shoshone Bannock Tribes on proposals to improve connectivity between US-91 and I-15 via tribal roadways, including Ross Fork Road. - Promote use Ferry Butte Road crossing of the Snake River through signing. - Monitor and assess impacts of proposed improvements to regional highway system to existing and planned I-15 interchanges on travel demand and function of US-91.
GOAL VI Enhance sustainability of US-91 corridor	<p>Maintain pavement, signs, and pavement markings consistent with best management practices and public safety.</p> <p>Implement context sensitive solutions that both meet the transportation need and enhance communities.</p> <p>Optimize corridor management consistent with ITD District 5 resources.</p>	<ul style="list-style-type: none"> - Ensure nighttime visibility of all signs. - Provide pavement markings that can be seen in low light and wet weather conditions. - Enhance pedestrian facilities within urban areas. - Facilitate use of shoulders by bicyclists. - Incorporate pull-outs for school buses and slow-moving traffic. - Implement appropriate access control policies for US-91. - Provide for appropriate utility infrastructure planning and expansion in highway improvement planning, design and construction.
GOAL VII Optimize opportunities for roadway improvements	<p>Maximize opportunities for addressing deficiencies through projects that can be accomplished using primarily District 5 resources.</p> <p>Address as many deficiencies as possible when programming improvements projects in the Statewide Transportation Improvement Program.</p> <p>Maximize use of all available funding opportunities to address transportation mobility needs.</p>	<ul style="list-style-type: none"> - Enhance shoulder width as part of maintenance, seal coat and pavement rehabilitation projects. - Replace deficient US-91 bridge structures with wider structures through the bridge replacement program. - Preserve right-of-way for identified needed roadway improvements. - Identify applicable new funding mechanisms and apply to needed US-91 improvements where feasible.
GOAL VIII Minimize the environmental and social impacts of highway improvements.	Identify, avoid, minimize, and mitigate environmental and social impacts of highway improvements and maintenance projects.	<ul style="list-style-type: none"> - Utilize best management practices to avoid or minimize impacts on the environment. - Employ the National Environmental Policy Act procedures for non-exempt projects.